

The Chicago Eagle

PUBLISHED EVERY SATURDAY

An Independent Newspaper, Fearless and Truthful.

SUBSCRIPTION RATES \$2.00 PER YEAR

Address All Communications to
CHICAGO EAGLE
 179 WEST WASHINGTON ST.
 Telephone Main 3913
 Southeast Corner Washington St.
 and Wells St.

HENRY F. DONOVAN, Editor and Publisher

Entered as Second Class Matter October
 11, 1893, at the Post Office at Chicago, Ill.,
 under Act of March 3, 1879.

ESTABLISHED OCTOBER 5, 1889

Incorporated Under the Laws of Illinois

Founded by HENRY F. DONOVAN.



The Chicago Eagle, a newspaper
 for all classes of readers, is devoted
 to the publication of news of
 national, state and local
 importance, and to the
 publication of general information
 of public interest, financial, com-
 mercial and political.

SATURDAY, SEPTEMBER 27, 1919.

BOTH NATIONAL CONVENTIONS
FOR CHICAGO.

Chicago will probably get both
 national conventions of the big political
 parties next year.

Democratic leaders of Illinois are
 making a vigorous campaign to land
 the Democratic national gathering for
 Chicago, and if the Republicans go
 somewhere else it is said that the
 Democrats are sure to choose Chicago
 as their meeting place. St. Louis,
 which now feels confident that it has
 the Republican convention as good as
 won, is expected to get the Democrats
 if the latter decide to go to any city
 other than Chicago.

The Daily News has been looking
 up the hotel outlook. In the past the
 hotels profited the most from big po-
 litical meetings and the bonifaces con-
 tributed liberally to the entertainment
 fund. Right now the Chicago hotels are
 turning people away almost every
 day, and the indications are that they
 will be just as crowded next June when
 the national conventions are held.

It should be said that probably ev-
 ery other large city in the United
 States is in the same predicament as
 Chicago in the matter of hotel accom-
 modations and that will not be any
 handicap for Chicago in its invitation
 to the Republicans to meet here. With
 their rooms all occupied and a long
 waiting list it is reported that the
 Chicago hotel keepers are not showing
 the customary enthusiasm about
 the Republican national convention.

One hotel man is reported to have
 told the solicitors for the entertain-
 ment fund that he was not even in-
 terested in the convention. Extra ef-
 forts will be made during the next
 few weeks to raise the big fund neces-
 sary to get the Republican convention,
 and it is expected that in the end the
 hotel people will come to the front
 with figures showing that they are
 better situated to handle the Republi-
 can meeting than may appear on the
 surface.

"The fight for the convention is get-
 ting warmer every day," said Fred W.
 Upham. "I think that Chicago will
 win out eventually. We will probably
 lose unless a tremendous effort is
 made right away. With so many cit-
 ies after the big meeting, Chicago
 cannot remain quiet."

FREDERICK H. RAWSON.

Frederick H. Rawson, president of
 one of the greatest banks in Chicago,
 the Union Trust Company, was born
 May 30, 1872. In 1895 he received the
 degree of A. B. at Yale University
 and entered the Union Trust Company
 as a clerk. He successfully advanced
 and filled the numerous positions of
 trust within the gift of the bank and
 in 1901 became vice-president. He
 held this position until 1905 when he
 was elected to the position vacated
 by his father. He has ever since been
 president.

In addition to his duties as head of
 a great financial institution he is di-
 rector of the following corporations:
 Miehle Printing Press and Manufac-
 turing Company, and other firms. He
 belongs to the following clubs: South
 Shore Country, Chicago Saddle & Cy-
 cle, Elm, Chicago Athletic Association,
 Midway of Chicago, and the Metro-
 politan and Racquet and Tennis club
 of New York. He is popular with ev-
 eryone who knows him and at the
 same time is looked upon as one of
 the safest and most capable bank of-
 ficials in the United States.

RICHARDS DESERVEDLY POPU-
LAR.

Mr. Clem Richards, head of the
 great coal firm of Richards & Sons,
 is one of the leading men of Indiana.
 He is president of the city council of
 Terre Haute and is always foremost
 in every movement for the better-
 ment of his fellow citizens.



ALBERT C. KETTER,

Highly Respected Head of the Ketter-Elliott Company, and Widely Known
Engineer and Builder.

Albert C. Ketter, the well known
 and popular president of the Ketter-
 Elliott Company, is one of the most
 highly respected of that class of able
 and progressive men who have helped
 make this city great.

An engineer, a builder, and a
 genius for organization, he has con-
 tributed much toward the big things
 accomplished, not only in Chicago, but
 in different parts of the U. S. The
 important work of this company in
 Chicago includes the Lake Street
 Double Deck Bascule Bridge, Monroe
 Street Bascule Bridge, Franklin
 Orleans Street Bascule Bridge and the
 Wells Street Double Deck Bascule
 Bridge, the last two now in the
 course of construction. Chicago Ave-
 nue Bascule Bridge, 93d Street Bas-
 cule Bridge and the Webster Avenue
 Bascule Bridge. In addition, the com-
 pany erected the big St. Patrick's
 Canal at 31st street and Western ave-
 nue, the Irving Park Bridge, the
 Lawrence Avenue Bridge, the C. B. &
 Q. Office Building, the Marshall
 Field Annex, the Webster Building,
 the John R. Thompson Building, the
 L. Klein Building, nine buildings for
 the Corn Products Company at Argo,
 Ill., the Boyce Building and many
 other structures in Chicago, as well
 as bridges for nearly all the railroads
 running out of Chicago, and the
 Starck Building, the largest one in
 Louisville, Ky. This, in addition to
 many other buildings outside of Chi-
 cago, completes a record of achieve-
 ment, second to none in this country.

While engaged in these enterprises,
 the war spirit permeated the land and
 Mr. Ketter enlisted his master hand
 and lent no small aid in landing the
 boys of khaki upon foreign soil and
 bringing the World's Great War to a
 close. Novelists, painting pictures in
 story of shipbuilders of accomplishment,
 can find a character far sur-
 passing their ideals in Mr. Ketter.
 When the Emergency Fleet Corpora-
 tion sounded the clarion cry for help
 the officials of the Ketter-Elliott Com-
 pany conceived the idea of building a
 shipyard in Pensacola, Florida. Due
 to Mr. Ketter's national reputation as
 a contractor and successful builder,
 the Emergency Fleet Corporation
 agreed to give the Ketter-Elliott Co.
 a contract to build steel ships pro-
 vided that guaranteed by the Ketter-
 Elliott Company. Consequently the
 Pensacola Shipbuilding Company was
 formed with Mr. A. C. Ketter as its
 president. A contract was signed
 with the Emergency Fleet Corporation
 in December, 1917, to build ten
 steel ships of 9,000 tons dead weight
 capacity each. During January, 1918,
 Mr. Ketter and his organization
 reached Pensacola and cleared a site
 for a modern shipyard, which em-
 braces 125 acres of land on Bayou
 Chico in the western part of the city.
 During 1918 the land was cleared,
 2,220 feet of shipbuilding berths were
 constructed for the laying of the keels
 of five steel ships, each 117 feet long
 and 54 feet beam. A government
 dredge was employed to dredge in
 front of the ship ways and refit back
 of the docks. One thousand four hun-

dred feet of outfitting docks were con-
 structed, 8 miles of railroad track
 completed and 76 buildings erected.

Among some of the important build-
 ings are: General office, mold loft,
 fabricating shops, machine shop, pow-
 er house, warehouse, 536 feet long;
 galvanizing plant, wood mill, ice plant,
 cafeteria (largest south of the Ohio
 river), commissary, hospital, 200,000
 gallon reservoir, copper shop, pipe
 shop, riggers and spar shed, inspection
 and engineering building, electric
 substation, several miles of roadway
 constructed, five gantries of special
 design, constructed to erect the ships;
 two large outfitting derricks construct-
 ed, several thousand feet of air line,
 water and electric mains laid. Dur-
 ing the latter part of 1918 the keels for
 five ships were laid; during October,
 1918, about 3,700 people were em-
 ployed. At the beginning of March,
 1919, Mr. Ketter severed his connec-
 tions with the Pensacola Shipbuilding
 Company.

Since his return he secured the con-
 tract for the Wells Street Bascule
 Double Leaf Double Deck Bridge over
 the Chicago river, costing about \$1,
 500,000.

In their work on steel structures,
 the Ketter-Elliott Company often had
 trouble in securing hand tools of prop-
 er quality. To overcome this they
 started about three years ago mak-
 ing wrenches, hammers and similar
 tools in a small way for their own
 use. Later these tools were placed
 on the market and this branch of the
 business has grown so rapidly that it
 has been necessary to construct a
 special shop 112x150 feet, equipped
 with the latest patterns of forging
 machinery. This building is nearly
 completed and will be a model of its
 kind.

When the future history of Chicago
 is written, Mr. Ketter will occupy a
 prominent place as a man of accom-
 plishment and The Ketter-Elliott Com-
 pany will be remembered as one of
 the great individual institutions which
 did much to insure its future great-
 ness and when the world's great con-
 flict has passed into memory, the in-
 itiated will realize that Mr. Ketter and
 his enterprising company rendered
 more than their share of service for
 the nation, so that free America might
 live long and triumph.

One of the brightest and most suc-
 cessful real estate men in Chicago is
 John M. Murphy of the famous Brit-
 tain organization.

The proposed merger of the Mer-
 chants Loan & Trust Company and
 the Illinois Trust & Savings Bank
 is going to make some big changes in
 valuable loop real estate.

The Corn Exchange National plans
 to sell its present bank and office
 building at LaSalle and Adams streets
 when a new building is erected as a
 home for the three banks on the pre-
 sent sites of the Illinois Trust and
 Savings Bank and the Grand Pacific
 hotel. It is understood that the Corn
 Exchange directors place a value of
 upwards of \$3,000,000 on the building
 and leasehold.



CHARLES F. TANNER,

Of the Great Merchant Tailoring House of Tanner & Conley.

In the PUBLIC EYE

SOLVING THE LEISURE HOUR PROBLEM



resources of our communities on lines so broad and democratic as to win the
 support of all races, creeds and classes.

Among those interested in the national movement are John Hays Ham-
 mond (portrait herewith), Mrs. E. H. Harriman, Cardinal Gibbons, Hugh
 Frayne, John Mitchell, William Hamlin Childs, John G. Agar and Theodore
 Roosevelt.

When the leisure hour problem
 has been solved the spirit of industrial
 unrest will disappear. This is the
 theory on which the community ser-
 vice, incorporated, an outgrowth of the
 war camp community service, is pro-
 ceeding in its national campaign. Or-
 ganization has been completed for Illi-
 nois and plans for the establishment
 of the work are under way.

"In correcting the apparently un-
 friendly relations between capital and
 labor, community service believes it
 can perform a valuable work by re-
 viving the neighborhood spirit," say
 the leaders. "This can be done by
 teaching the foreign born the lessons
 of Americanization, directing the lei-
 sure of the people along instructional
 and educational lines, finding a stimu-
 lating substitute for the disappearing
 saloon, furnishing a gathering place
 with a healthy atmosphere, organizing
 the social, educational and recreational

AGAINST "JIM CROW" RAILROAD CARS

Federal legislation prohibiting
 Jim Crow cars or other legislation dis-
 criminating against negroes on rail-
 roads or steamships within the United
 States was urged by Representative
 Madden of Chicago (portrait herewith)
 before the house committee on inter-
 state and foreign commerce the other
 day. Mr. Madden advocated the in-
 troduction of the provisions of a bill in-
 troduced by him in general railroad
 legislation. A delegation from the
 Colored American council, which spon-
 sors the bill, was present.

Representative Sanders of Louisi-
 ana was the most outspoken in op-
 position to the bill among members of
 the committee. "We contend that the
 negro prefers separate accommodations,"
 said Mr. Sanders. "Our negroes
 down South, knowing they aren't wel-
 come in the white man's coach, don't
 go in."

Mr. Sanders asked Mr. Madden if
 was not true that a great majority of the negroes now live in the South.
 "Yes," replied Mr. Madden, "but I don't see what that has to do with this
 bill. We think they should be treated in the South the same as in the North."



BRYAN FINDS 1920 GETTING NEAR



to government ownership of the railroads, and to this may be added the
 transfer of income tax from the rich to the poor.

William Jennings Bryan is back in
 the public eye again, this time in the
 role of assessor of the National Se-
 curity league. He finds his ammu-
 nition in the report of the special com-
 mittee to investigate the National Se-
 curity league, submitted to the house
 of representatives on March 3, 1919.
 The house of representatives adopted
 the report of the committee. Mr.
 Bryan says this report should be read
 by every voter, because we are ap-
 proaching the campaign of 1920. He
 says in part:

"Here we have it; the secret is
 out. The men connected with the
 league as supporters or officials re-
 presented almost every predatory in-
 terest and favor-seeking corporation.
 The questions indicated that the two
 things uppermost in the minds of
 those in charge of the league's activi-
 ties were first, the protection of the
 meat packers, and, second, opposition
 to government ownership of the railroads, and to this may be added the

WESTERN MAN MAY SUCCEED REDFIELD

The resignation of Secretary of
 Commerce Redfield (portrait here-
 with), to take effect October 31,
 fastens public attention upon him
 and his cabinet place. It is reported in
 Washington that President Wilson
 may select a western man as his suc-
 cessor.

Announcement of Mr. Redfield's
 resignation did not come as a surprise.
 Since his disagreement with Director
 General of Railroads Hines regarding
 prices for steel several months ago it
 had been almost common gossip that
 he contemplated early retirement. Mr.
 Redfield, however, denied that his
 resignation was the result of friction
 between himself and other administra-
 tion officials.

"My resignation," he said, "is not
 the result of any quarrel, disagree-
 ment, chagrin or any other unpleasant
 occurrence, but is caused solely and
 entirely by my desire to return to busi-
 ness and give my attention once more to my personal affairs, which for more
 than eight years have been subordinated to the public interests."

AMERICAN MISSION IN NEAR EAST



world war in the near east. J. G. Harbord of Boston, in charge of American
 relief work, says the Ottoman empire still remains a bear garden unless there
 is a mandate.

Maj. Gen. James G. Harbord,
 head of the American mission in the
 near East, is presumably having some
 decidedly interesting experiences.
 Three weeks of his time have been
 taken up by an automobile trip into
 Armenia. Interest in the near East is
 intense as to whether the United
 States will accept a mandate in Ar-
 menia.

General Harbord believes firmly
 in the principle of the United States
 accepting mandates. "After the Span-
 ish-American war I believed America
 assumed a position of one of the great
 world powers," the general said re-
 cently. He held that the argument
 against the United States accepting
 mandates because they might lead us
 into future European wars seemed
 weak, because the United States never
 has held mandates before, yet was
 dragged into the world war and would
 probably be dragged into any future

CAPTAIN PHILIP J. SIBLEY,
Popular Owner of the Well Known Fountain Pen Shop.

HERE THEY ARE

(Continued from page 1.)

Socialist.

Harry W. Harris, 526 N. Avers ave-
 nue.
 Thomas L. Slater, 648 N. Leaming-
 ton avenue.

TWENTY-THIRD DISTRICT.

Republican.

William Ganschow, 2156 Pierce ave-
 nue.
 Charles Woodward, 225 S. Scoville
 avenue, Oak Park.

Democrat.

Thomas D. Garry, 4925 Iowa street.
 Richard F. Shay, 3758 W. Chicago
 avenue.

Socialist.

James A. Meisinger, 2640 Hirsch
 boulevard.
 Knud Larsen, 1543 N. Artesian ave-
 nue.

TWENTY-FIFTH DISTRICT.

Republican.

Willard M. McEwen, 3633 N. Spring-
 field avenue.
 M. A. Michaelson, 3018 Palmer
 Square.

Democrat.

Joseph Burke, 2629 N. Francisco
 avenue.
 William E. Nichols, 3039 Eastwood
 avenue.

Socialist.

Carl Strover, 5332 Windsor avenue.
 Karl F. M. Sandberg, 2850 Logan
 boulevard.

TWENTY-SEVENTH DISTRICT.

Republican.

Frank Wengierski, 1239 N. Ashland
 avenue.
 Joseph Parker, 12 N. Carpenter
 street.

Democrat.

Ernest D. Potts, 21 N. Ashland bou-
 levard.
 Edward J. Corcoran, 323 S. Peoria
 street.

Socialist.

Ludwig Miller, 1149 Jackson bou-
 levard.
 Edward J. Redmond, 38 N. Elizabeth
 street.

TWENTY-NINTH DISTRICT.

Republican.

Alexander H. Revell, 842 N. Michi-
 gan avenue.
 Charles H. Hamill, 199 Lake Shore
 drive.

Democrat.

Edward Stenson, 1218 Astor street.
 Edmond Mulcahy, 37 E. Division
 street.

Socialist.

George Schmidt, 163 W. Chicago
 avenue.
 H. R. Harn, 1214 N. State street.

THIRTY-FIRST DISTRICT.

Republican.

Eugene H. Dupee, 534 Aldine ave-
 nue.
 William H. Beckman, 2468 Orchard
 street.

Democrat.

Donald L. Morrill, 6332 Kenmore
 avenue.
 William Cullen Burns, 1962 Howe
 street.

Socialist.

John Vogel, 3541 Wilton avenue.
 Robert Norberg, 2445 Seminary ave-
 nue.

"I am absolutely out of politics. I
 am not concerned in and I will not
 handle anybody's campaign for any-
 thing. I never will be a candidate
 for any political office. I will make no
 political speeches for anybody or any-
 thing."

"That's what I want to say, and
 you can't make it too strong to suit
 me," was the statement of Brig. Gen.
 Charles Gates Dawes, who is back in
 Chicago.

General Dawes, of the Central Trust
 company, said that his sole purpose
 in life is to catch up with the business
 affairs that he dropped when he started
 for France with the army in 1917.
 He said that he wants to be left alone
 by the politicians, and he intends to
 do the same by them.

Lieutenant James F. Walsh of the
 North Halsted street police station
 is one of the best officials on the
 force. Respected by his men, by his
 superiors and by the public, he has
 made a fine record.

Laurence E. Adams, the popular
 manager of the Brevoort Hotel, has
 every reason to be proud of his great
 restaurant. It is praised by every-
 body who has patronized it.

Otto Rice, the popular secretary and
 manager of the Quick Service Lau-
 ndry Company, would make a splendid
 West Park commissioner. He is pub-
 lic spirited and popular, and has the
 good wishes of his fellow citizens.

The Oliver typewriter is praised by
 all who have used it.

John T. Driscoll has done much to-
 wards the upbuilding of Chicago and
 especially of the great West Side.
 An extensive property owner himself,
 he has always been foremost in every
 movement tending to further the in-
 terests of the city or of his fellow citi-
 zens. No man is more respected and
 no man asks for less.



THOMAS CONLEY,

Of the Great Merchant Tailoring House of Tanner & Conley.